

EDITORIAL JOURNAL BOX

EDITORIAL

This is the first of the bi-monthly issues of Journal. May I again remind you of the new dead lines? Anything that is received after the 15th of the even months will not appear in Journal under three months. Anything before the 15th should appear in the next issue - if there is room.

There is still a vacancy on Journal staff for a draftsman to prepare the plans that come with articles. I am told that there may be a volunteer for the Advertising Manager's job, and there has been a volunteer to help with other artwork.

I must congratulate those members of the WA Branch who worked so hard on their exhibition layout. When I saw it at the end of September I would never have guessed that it would be judged the best model in the show at the Exhibition on 24 - 25 October. It just shows what hard work can do.

Rex Little

ON THE COVER

Mt Newman Mining Co Pty Ltd's 3600 HP Goodwin-Alco No 5498 with two sister units at the head of a Mt Newman loaded ore train, consisting of 138 hoppers, each carrying 100 tonnes of pay load.

Photo by Neil D White
July 1978

VOLUME 31

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NO VOLUNTEERS YET

THE SECRETARY'S DESK



All going to plan, you should be reading this in a new type Journal. The main reason for change is to try and get on to a regular production target, and also to return once again to bi-monthly issues.

This will mean that news about the branches and advertising will be more up to date. Maybe if we can keep on target we may be able to attract a few more advertisers.

These changes have been brought about by the addition of Tim Dunlop to the production team. For those of you who are unaware of the fact, Tim was a guiding light in the formation of the Association, and was involved for many years in the production of the duplicated Journals.

We are also hopeful that, with the new setup, we will get more co-operation in the way of content. So far, I have not received any response to the suggestions about Information Sheets, as mentioned in Journal 142. No matter how much wishful thinking is done, it will not even get a blank sheet in Journal. Perhaps a re-read of the ideas put forward in that issue might bring some results.

Recently, after late payment of Dues, one member was rather upset at being asked to forward postage for the Journals he had missed. This point has been mentioned in several Secretary's Desks, but once more I will reiterate. Subscriptions are due on the 1st September each year. We do allow a two month period of grace, and the lists are closed on the 31st October. Those members who have not renewed are sent a letter from the President, together with another account. Some payments are not received until March, and dur-

ing that period two Journals will have been mailed at the concession rate of approximately 14 cents a copy. Normal postage for a Journal is now 60 cents a copy.

Now I have never come across any organisation that does not make some levy on late payments - especially 4 or more months in arrears.

I hope everyone studies the Balance Sheet and sees where their money goes. Where the surplus is supposed to be, to allow for refunds to the branches as suggested by some, I for one do not know. What I am aware of is that all the branches have a better bank balance than the Federal body.

I can assure members that we do not deliberately waste money, as has been hinted in some quarters. A region in which we could save a reasonable amount, is postage. Part of our large postage bill is caused by members who do not pay their subscription promptly, or who change their address and do not remember to notify the Federal Registrar.

Did you know that Australia Post imposes a tax on returned mail? This adds up to a tidy sum each year, believe me. Another instance is the \$42.24 it costs to send out reminders in November, to which must be added the cost of stencils, ink, paper, envelopes and TIME. Just a little co-operation would be appreciated by the Honorary Staff, who are just as interested in modelling as any other member, when they can get the time.

The 1982 COM will be the same as 1981 with only one new face, John McBeth, Roy Cornish having retired due to problems with night driving. My thanks to Roy for the assistance he has given me

during his period on the Committee, and our thanks to his wife Audrey, for arranging suppers at the meetings. Might

be only biscuits and a cuppa in future.

Norm Read

Federal Secretary

NSWGR Starter: PART 3

by P Comerford

Somewhere between the two extremes of 'Ready to Run' and 'Scratchbuilding', there lies the realm of kitbashing or modification. Often described as the poor relation, this method of obtaining models is often frowned upon by the devotees of the first two extremes as being, perhaps, not quite the done thing. Notwithstanding these people, I hope I can describe to you some of the principles I use when modifying foreign stock to represent something that ran on New South Wales metals.

As for finding out what I can convert to what, I search the model press for information on models being produced with an eye to any with similarities to the loco prototype. I check out the equipment of friends who model foreign railways, and best of all I take a measuring stick to the local model shop and gather such dimensions as I require from those that are in stock. The dimensions I am usually interested in are for rolling stock, overall height and length. For locomotives, driving wheel size, spacing and placement of motor and gears. The next phase is a case of mental imagining as I compare these basic dimensions with the dimensions of possible prototypes.

I was originally intending to write down each and every conversion that I have done in a blow by blow description. On starting an article in this way I soon discovered that I had forgotten many vital dimensions over the years that are essential to this type of article. Anyway, I feel with conversions the important point is to capture the spirit of the prototype. Rarely is it possible

to make a scale model in this manner and one can get carried away if not careful. I am presenting these ideas in something of a list form as it is the principles that are important and can be applied to any prototype you follow.

LOCOMOTIVES

Driving wheels: As regarding their size, it would be nice to have them spot on, but I find I can live with wheels that are within 2 to 4 scale inches of those required, sometimes a little more with the larger ones. The shape of the wheel is also important, but if the prototype wheel is spoked and the model wheels are spoked then that is sufficient. I don't bother counting spokes in this exercise. For the more exotic type wheel such as SCOA-P or BOX-POK, it is probably more important to get a wheel of that shape, but inserts of styrene cut to the required outline and super glued over spoked wheels will do the trick.

Driving wheel base: For 4 coupled and 8 coupled wheels, a difference of 2 to 3 mm overall I find acceptable. The same applies to 6 coupled, but a further point to check with many of these is the spacing between the wheelsets. Many have noticeable uneven spacing (e.g. NSW 19 class and 32 class) and this is an important point when deciding whether a loco chassis will be suitable for its intended use.

Leading and trailing wheels: If I am after a chassis for a 2-6-0, naturally I will first search for a suitable 2-6-0 chassis, but an 0-6-0 or 4-6-0 would do just as well. It is no great trouble to remove 2 and 4 wheel trucks, and not much more trouble to

add them. These trucks can be bought from the trade, the Walthers catalogue is a good source of supply. Attaching leading and trailing trucks is a simple matter of drilling a hole in the chassis in a suitable spot and using a small self tapping screw and a washer if necessary. With leading wheels that are positioned close to outside cylinders it may be necessary to file a little off the inside of the cylinders to give clearance on tight curves.

Motor placement: This is something I don't fiddle with, but it is necessary to measure the height and the position relative to the rear driving wheel to see whether it will foul the boiler height or protrude from the rear of the cab. Not much can be done as regards reducing the motor size apart from replacing it with another type. The plastic casing around the Lima motor can be pared back a little without affecting the motor in any way. This I found useful when building a 59 class from a Lima 2-8-2. If the model is driven by the tender wheels and the driving wheels are just dummies, this will have to be taken into consideration as well. Will the tender be capable of modification to one that is likely to be found behind that loco? Here I allow the same latitudes in wheel size and spacings as on the loco. The Pemco 2-6-0 tender is a case in point, it could perhaps be converted to a 36 class tender.

Valve gear: I attack the problem in this manner. If the loco has one of the variants of Walchaerts valve gear, I look for a model with Walchaerts gear. If it has inside valve gear, then I have no compunction in cutting off external gear on a model if the chassis is suitable. If it has Southern valve gear, then I am in trouble. The main thing is not to touch anything that will spoil a well running commercial chassis.

Cylinders: If the cylinders are too big I attack them with a file, being careful not to touch any working surfaces, then finish the cylinder off

with a wrapper of 10 thou styrene. If they are too small I build them up with wrappers of 10 thou. If the cylinders of the prototype are inclined and the model is not, then I usually ignore it. After all if they can sell some Japanese brass models with the wrong incline to the cylinders, why should I worry!

Boiler height: This is something that is worth getting right. The amount a boiler can be lowered is usually dependent on the height of the motor. If the existing boiler is to be used and needs only to come down a couple of millimetres then usually enough can be filed off the bottom mounting to lower the whole of the super structure. If it has a metal weight in it that is getting in the way, then the weight is filed down or discarded in some cases. There are no hard and fast rules here as each loco is different and it's just a matter of cribbing what you can, where you can. If the boiler is too low but is the right shape, file off all cast on detail, carefully cut off any parts that could be of use, e.g. brake pumps, domes, chimney, etc, and build up to correct size with layers of 10 thou styrene.

Super structure: If I can use the existing one I will, as it saves the problem of making a new one completely from styrene and then getting it to fit. When building a complete new super structure, I usually use styrene with the boiler made from p.v.c. tube and built up if necessary with a wrapper of 10 thou styrene. The cab is also styrene, and so is the running plate. The attachments such as domes and chimney, are either made from the original body parts, reduced or built up as necessary, or I use commercial castings such as FSM, Prototype, or any one else that make something that is approximately right for the job at hand.

Hand rails I make from 10 thou wire, they are attached to the boiler by folding other pieces of wire over them and crimping them with pliers so as to make the legs sit together and then araldite to holes drilled in the boiler. Smokebox fronts are filed from 2 or 3 layers

of 20 thou discs which are made by setting a pair of springbows from a technical drawing set to the required radius and twisting it round and round on a sheet of 20 thou styrene.

Piping: Various sizes of wire superglued into place.

Air cylinders: Old pens and plastic tube.

Tender: These can occasionally be reused, but not necessarily on the model you are working on at the time. If the tender is used to pick up current can complicate matters if it is of no use. If it can be modified by

filing off the unwanted detail and adding new bits with styrene so much the better. If not make a new one from styrene using the existing bogies and pick up if possible (a few lumps of styrene added to a bogie will soon change its appearance) when nothing is of use a search through other commercial models will often turn up a tender behind a loco that is just right for the job. These can usually be ordered separately as spare parts.

Boiler bands: Cut strips of writing paper, glue on with aquadhere. Make them over length and cut to correct size with a knife when they are in the correct position. The coat of paint will keep them on permanently.

Painting, lining and numbering: A coat of paint hides a multitude of sins but sometimes a little filling is required to smooth out a rough joint hole. For this I have used araldite, aquadhere, model aeroplane glue, body filler or anything that was on hand at the time. A few strokes with a file when dry, a coat of paint, and all is forgiven. For lining I used a draftsman's pen and Polly S water colour. If a mistake is made you simply wipe off immediately with a damp cloth and start again. The only trick is to get the paint to the right consistency by mixing with a little water and only practice on some scrap plastic will tell you when it is right. For loco numbers I use the excellent commercial ones available.

I fear that I may still have made it all sound harder than it is. If I can find a chassis that is near as dammit to what I want, and the motor will allow me to obtain the correct boiler height, I will take the trouble to make as accurate a model as I can. When the wheel size and spacing is not as close as I would like, then I tend to leave the scale rule in the box and judge everything by eye. After all the standards I set myself improve over the years, and it is not such a great pain to trade them off when I get around to obtaining a more accurate version.

Diesels: These are not something I have had much practice with, but the principles are the same as for the preceeding. Here I find that bodies can be swapped with chassis fairly easily and chassis can be shortened and rejoined with araldite without getting too many grey hairs. Continuous checking on both planes with a straight edge while the glue is setting will make sure the loco stays on the track after this drastic surgery. The principle I use is to find a loco with a suitable chassis and another with a suitable body, I buy the loco and order the body as a spare part.

Carriages: With carriages I usually start by examining the model's window size, shape and number for similarities with NSWGR stock. If I feel there is enough similarity I would consider shortening the vehicle if it is too long by sawing out one or two window sections and rejoining with MEK. This I did with roundhouse carriages when converting them to represent the NSW FO/BI cars.

Doors, shape and number: With doors it is the basic shape and position I look for. An extra door can be cut out with a razor saw and files and the basic door shape built up from styrene. If a door has to be removed then I fill it in with a sheet of styrene and finish with epoxy as a filler.

Roofs: With most model carriages the roofs are usually separate and can be replaced if necessary. To me a

roof is either rounded, or angular style such as the mansard, or is a clerestory roof. If the basic shape of the model's roof fits into one of these categories I usually leave it as such and add vents and pipes as necessary made from suitable pins or plastic sprues. Any holes left from the original vents can be filled with epoxy. If the roof is of canvas this can be represented with strips of packing tape or paper glued over the roof with aquadhere. If the roof shape is wrong then a new one can be made from a block of wood filed to shape. Even styrofoam or layers of styrene will do at a pinch. For a simple low roof, an old venetian blind can be put to good use.

Height: Again, this is one dimension I try to get right. Usually the carriage has to be lowered and it is a matter of taking off a bit here and a bit there, altered roofs and new bogies help. The bogie mounts can sometimes have a little filed off them and sides can have a little off the top by rubbing on a piece of sandpaper laid on a flat surface. When shortening a coach it may be possible, depending on where the doors are, to remove the extra windows at one end instead of the middle. The join is much easier to disguise.

Handrails are suitable bits of wire bent to shape and inserted into holes drilled in the body. Drill the holes slightly small and soften with MEK in plastic bodies and force the wire into the hole. This will give it a firmer grip. Steps are vulnerable and for any that have to be made I find aluminium drink cans most useful. Cut out and assemble with superglue. If they are bent when in use, they can be easily fixed with a pair of pliers.

Underframe components: These are most noticeable in their absence. For trussrods a bent piece of wire on plastic rod such as 'slaters' does the job. Queenposts are again from wire or styrene rod. Brake cylinders, etc, are easily made from suitable round or square pieces of metal, wood, or

plastic glued in place. No real detail is needed here as they are hard to see clearly once in place.

Bogies: Usually the bogies supplied will not be of use so I find the nearest one from PMH, Roundhouse, etc, and fix them to the body with a suitable screw. The bogie bolsters I make from layers of styrene glued to the floor. I drill a hole slightly smaller than the screws I am using and they can be removed and replaced many times without any problems.

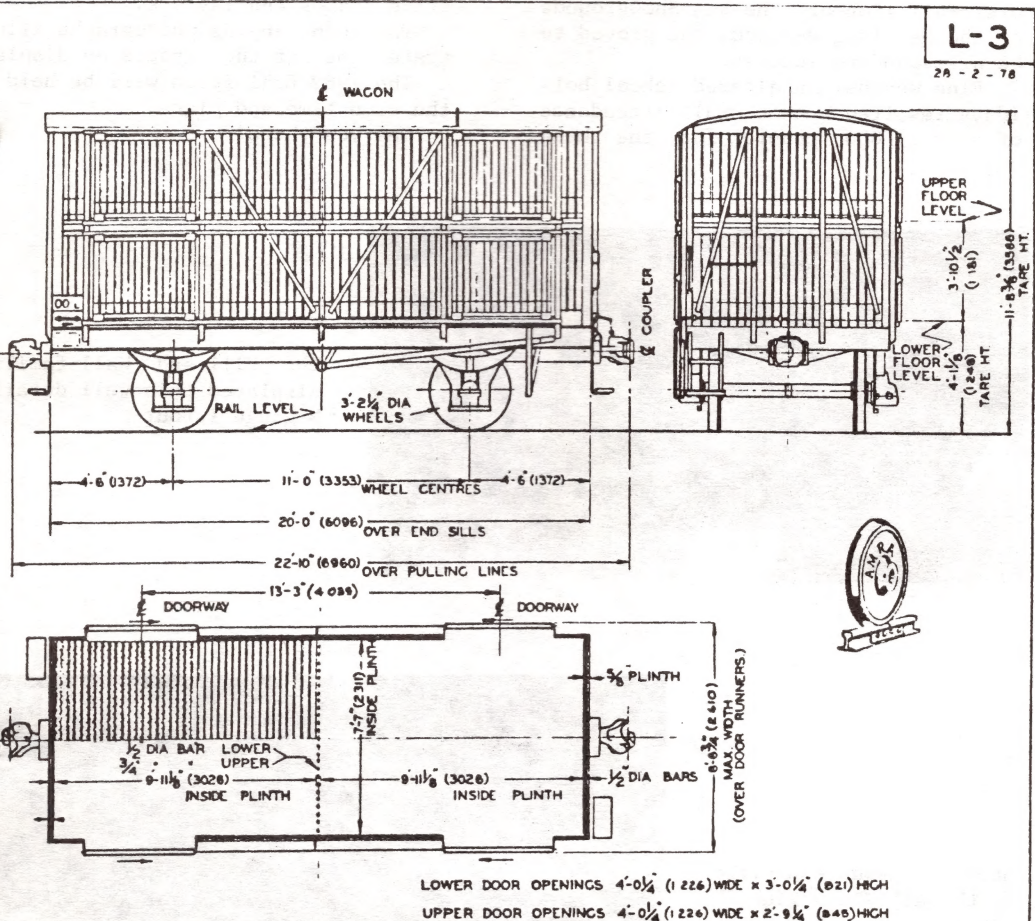
Painting, lining and lettering: A coat of paint makes a great difference and often it is only when this is done that I feel that I have a model that looks the part. I use anything that is the right shade from any of the paint manufacturers and habitually mix paints from various ranges without trouble. Lining is done the same as for locos, lettering is usually MnJ decals, Letra-set, etc.

Goods Vehicles: Here I look for a vehicle that is similar or within about 10% of the required basic dimensions. A coat of paint and lettering can do wonders. New bogies and roofs are sometimes required and are added in the same way as for carriages. If using British OO models of 4 wheelers, then usually a new underframe is required to achieve the correct height. I have used PMH and modified Ratio underframes for this with the addition of 10.5 mm wheels.

In summary, I hope that the foregoing has provided you with some idea of the art of modification. If you are building a layout and require rolling stock, it is an ideal way to get them relatively quickly, and a lot of fun. I appreciate a scale model as much as the next bloke, but life is too short to scratch build everything, and it will be a long time before the manufacturers can provide everything I

require, at a price I can afford. A certain New South Wales manufacturer is going to make life a lot easier over the next few months at the rate he is

going. If you have discovered a particular modification, write to Journal and let us all know.



BUILT AT NEWPORT 1896-1953

1/2" & ONWARDS.

GENERAL ARRANGEMENT	L 1
UNDERFRAME ARRANGEMENT	L 1
JOURNALS	8 x 4 1/2"
CAPACITY	100 SHEEP OR 10 TONS (10-16 t)
TARE WEIGHT	9 TONS 10 CWT. (9.7 TONNES)
# BRAKE CYLINDER	8" (COMBINATION)
# BRAKE % AIR	75-83 % TARE 38-29 % LOAD
# BRAKE % HAND	19-72 % TARE

METRIC EQUIVALENT IN BRACKETS.

VICTORIAN RAILWAYS

CLASS L

SHEEP VAN

Qld Branch 1981 Exhibition

Photos by Steve Malone

The Queensland Branch's 1981 Exhibition was again held in the Horticultural Pavillion of the RNA Showgrounds on the May long weekend, and proved to be a resounding success.

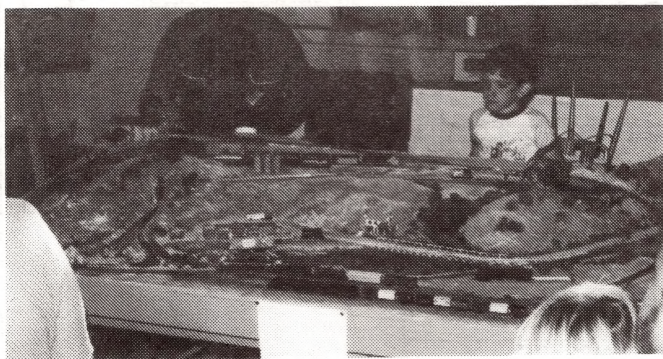
Fine weather and altered school holidays resulted in an overall attendance of over 12 000 people for the three days.

Thirty exhibits took part, there being a comfortable balance between trade stands and layouts.

The accompanying photographs illustrate some of the layouts on display.

The 1982 Exhibition will be held at the same time and place.

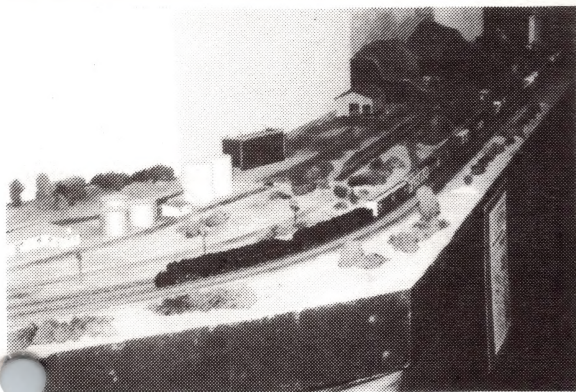
See you there!



The Hill and Wall families displayed this well detailed N gauge layout

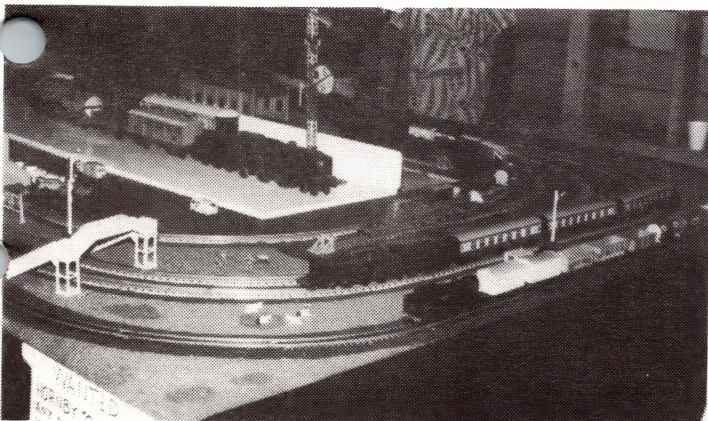
Marklin layout exhibited by the All Gauge Club



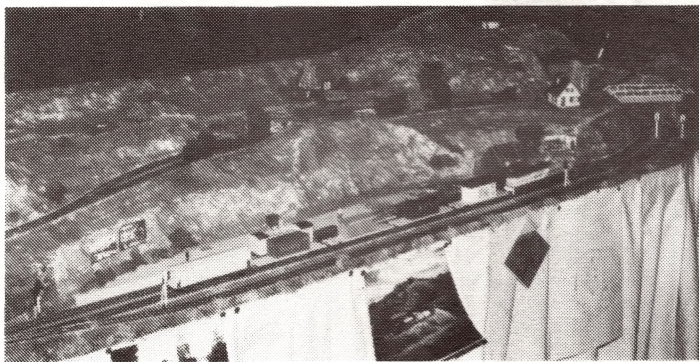


A section of the large N-track modular layout of the Southside N Gauge Club

More N-track action

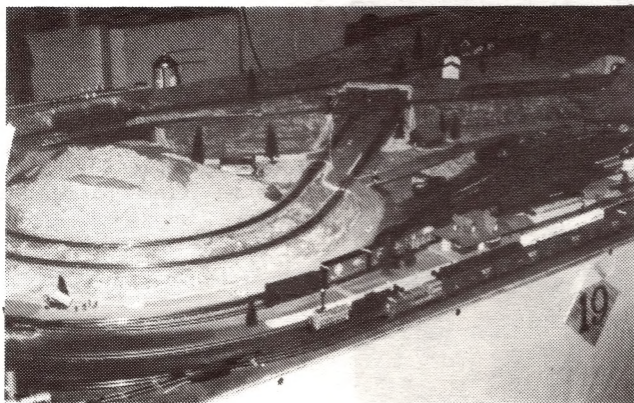


The Hornby Collectors Club had some fine pieces on display



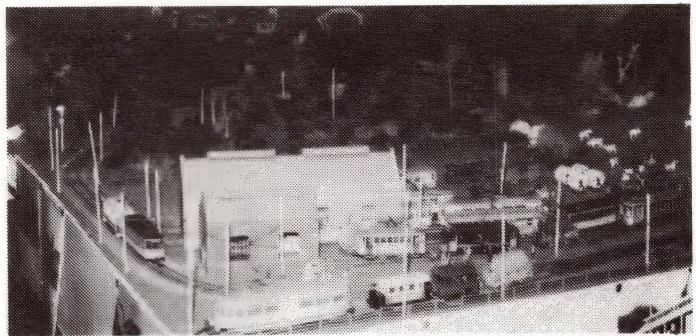
Neil Johman's HOn3½ layout

This Triang-Hornby layout featured a high speed collision, which was caught by one of the TV cameras present



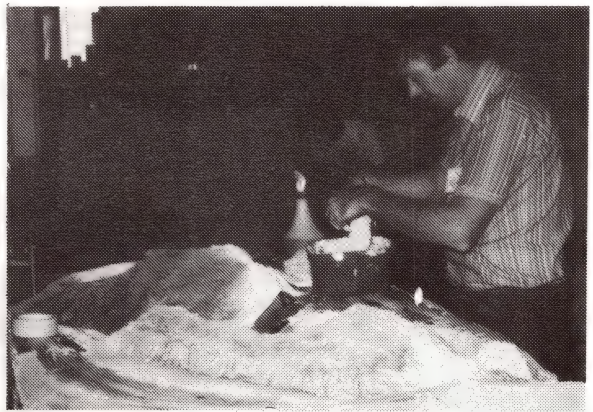
Ken Leach displayed this neat N gauge layout

The Tramway Museum on the
Northside Model Tramway
Club layout



Terry Paton expounding the
virtues of polystyrene foam
scenery construction

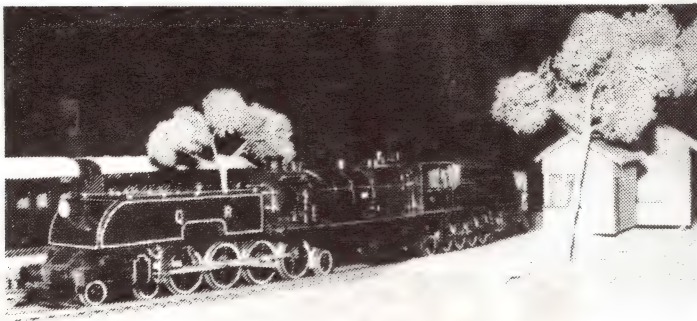
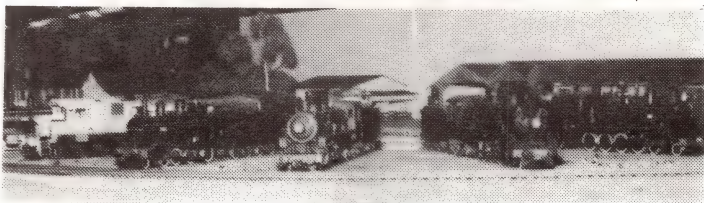
John Hill demonstrates the
plaster scenery in which
he excels





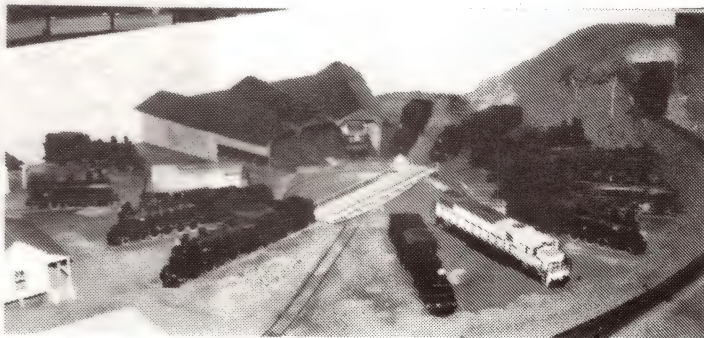
'You put this down here, see, and when it sets....'

Part of Steve Malone's fine QR loco stud in Sn3 1/2

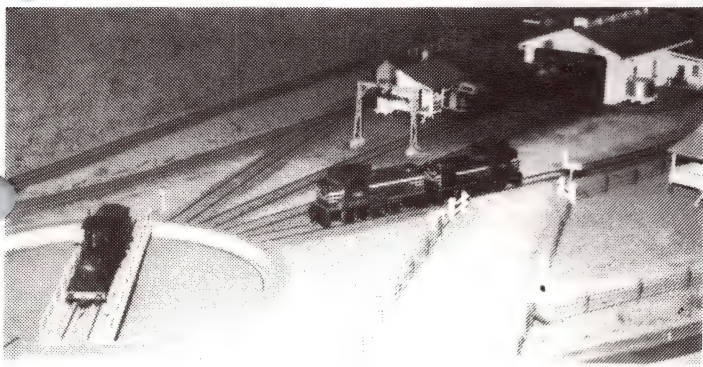


Steve's Beyer-Garret rolls through the station

Birds eye view of the loco depot on Steve's layout



Quinton River Station and
Yard on Graham Morphet's
layout



The loco depot at Quinton
River

Federal Modeling Competitions-1981

by Ken Edwards

Photos by Jack Parker

The results of the Federal Modelling
Competition, 1981, are as follows:

SCRATCH BUILT LOCOMOTIVE - TIM DUNLOP
TROPHY

First: Peter Betts, LSWR 0-6-0 Tender
Loco, in EM Scale

Second: Phil Knife, SR 02 Class 0-4-4T
Loco, in O Scale

LOCOMOTIVE CONVERSION - FEDERAL TROPHY

First: Terry Cunningham, NSW 43
Class Diesel (4305) in HO
Scale

Second: Terry Cunningham, NSW 42
Class Diesel (4201) in HO
Scale

KIT BUILT LOCOMOTIVE - KEN EDWARDS CUP

First: Peter Betts, MR Johnson 1F
Class 0-6-0 Loco in OO Scale

SCRATCH BUILT GOODS ROLLING STOCK -

KEITH WILCOX CUP

First: Charlie Agland, NSWPTC ARX
Cement Wagon in HO Scale

Second: Charlie Agland, NSW BME Flat
Wagon in HO Scale

ROLLING STOCK CONVERSION - VICTORIAN
BRANCH CUP

First: Ken Dunkley, NSW FX Passenger
Coach in HO Scale

Second: Jack Parker, NZR Passenger
Coach in Sn3½ Scale

LINESIDE STRUCTURE - CANDEMAH TROPHY

First: Peter Betts, Bracket Signal
in 4 mm Scale

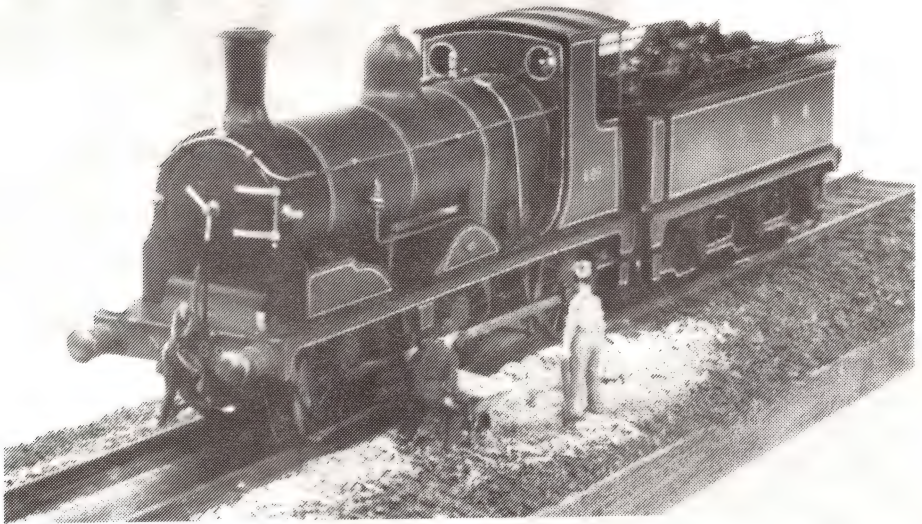


Photo 2 FIRST - TIM DUNLOP TROPHY, SCRATCH BUILT LOCOMOTIVE
Peter Betts' LSWR 0-6-0 tender loco in EM scale



Photo 1 SECOND - ROLLING STOCK CONVERSION
Jack Parker's NZR passenger coach in Sn3½ scale

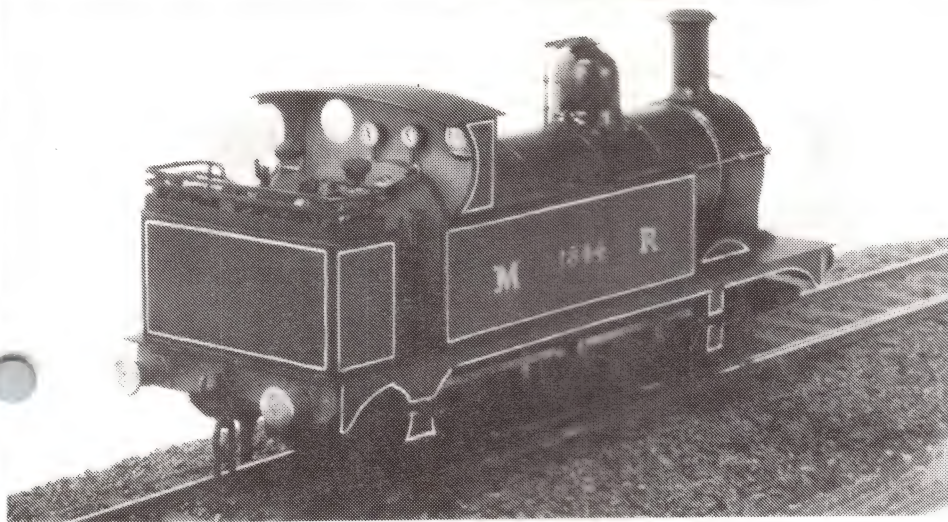


Photo 3 FIRST - KEN EDWARDS CUP, KIT BUILT LOCOMOTIVE
Peter Betts' MR Johnson 1F class 0-6-0 loco in OO scale

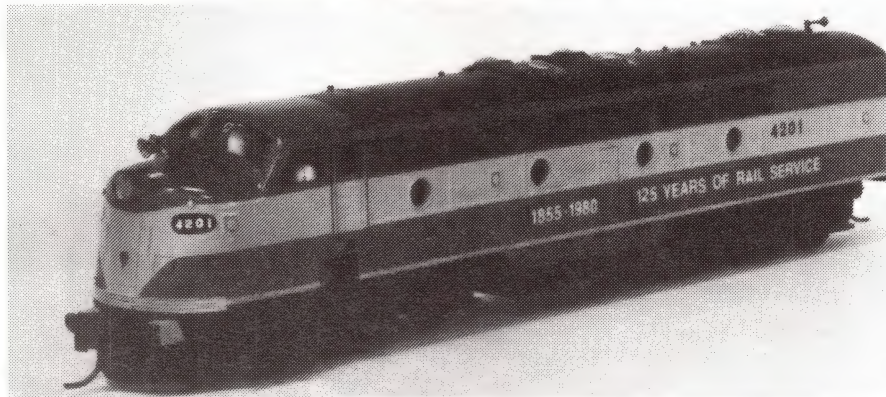


Photo 11 SECOND - FEDERAL TROPHY, LOCOMOTIVE CONVERSION
Terry Cunningham's NSW 4201 diesel locomotive in HO scale



Photo 5 LSWR third brake coach in EM scale by Peter Betts

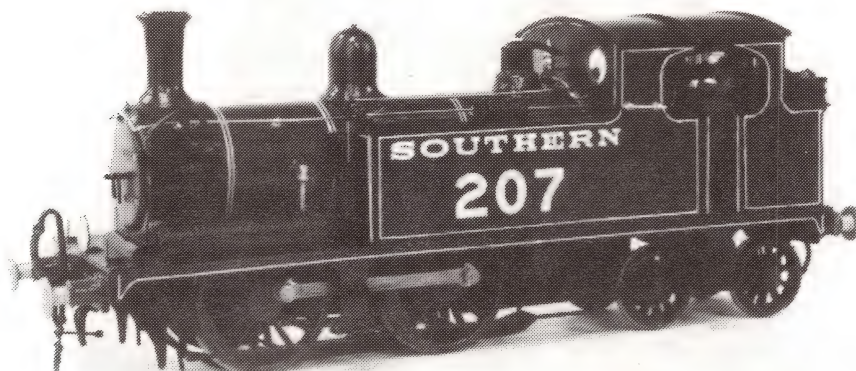


Photo 6 SECOND - TIM DUNLOP TROPHY, SCRATCH BUILT LOCOMOTIVE
Phil Knife's SR 0-4-4T locomotive in O scale

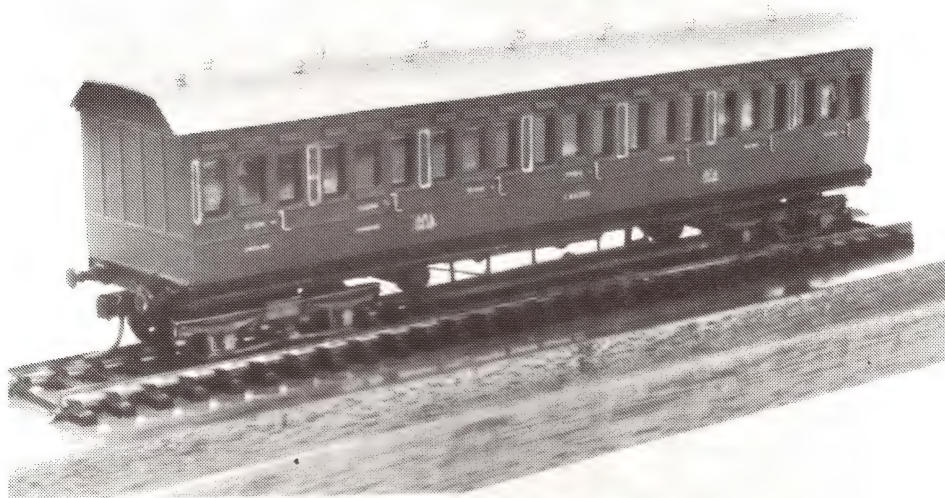


Photo 7 FIRST - VICTORIAN BRANCH CUP, ROLLING STOCK CONVERSION
Ken Dunkley's NSW FX coach in HO scale



Photo 8 LINESIDE STRUCTURE
Ken Dunkley's shopping centre

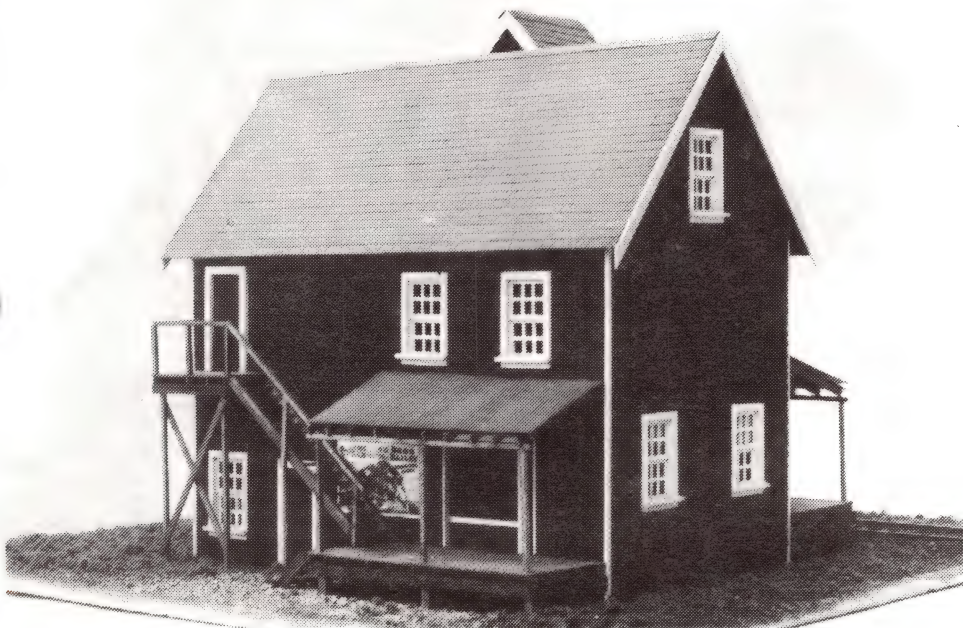


Photo 9 SECOND - CANDEMAH TROPHY, LINESIDE STRUCTURE.
Mark Linhart's supply house

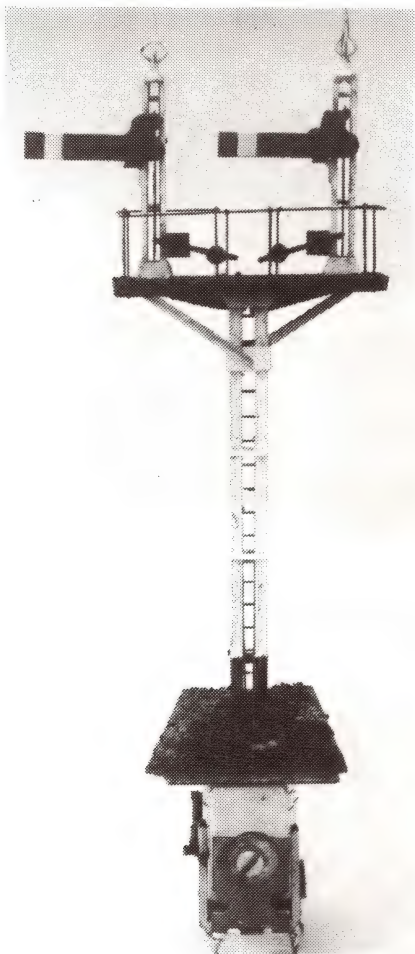


Photo 4 FIRST - CANDEMAH
TROPHY, LINESIDE STRUCTURE
Peter Betts' bracket signal
in 4 mm scale



Photo 10 LINESIDE STRUCTURE
Mark Linhart's elevator and store

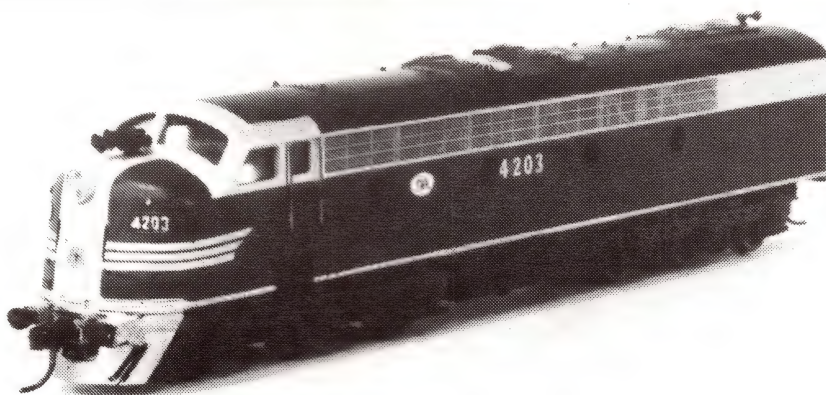


Photo 12 LOCOMOTIVE CONVERSION
Terry Cunningham's NSW Rail 4203 diesel locomotive in HO scale

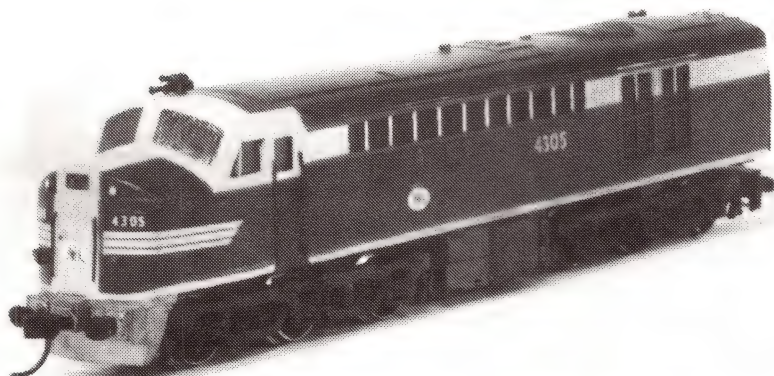


Photo 13 FIRST - FEDERAL TROPHY, LOCOMOTIVE CONVERSION
Terry Cunningham's NSW Rail 4305 diesel locomotive in HO scale

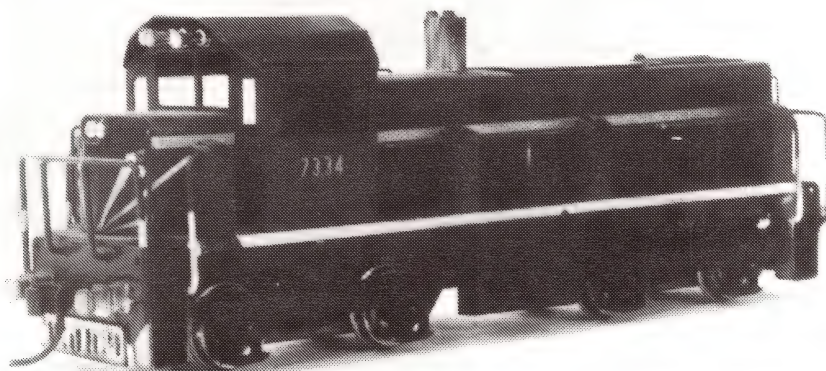


Photo 15 Charlie Agland's NSW Rail 7334 diesel locomotive in HO scale

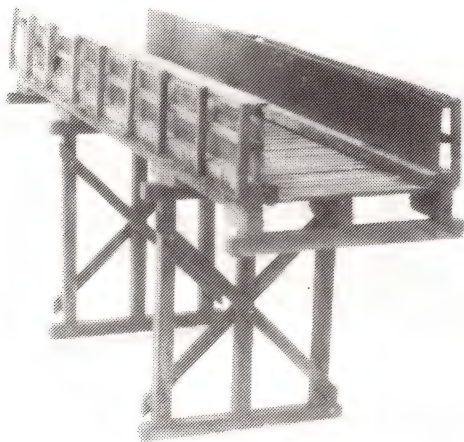


Photo 16 LINESIDE STRUCTURE
Charlie Agland's NSW bridge

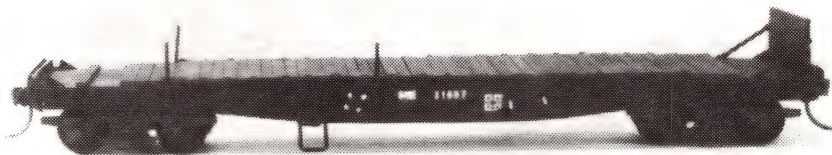


Photo 17 SECOND - KEITH WILCOX CUP, SCRATCH BUILT GOODS ROLLING STOCK
Charlie Agland's NSW BME flat wagon in HO scale

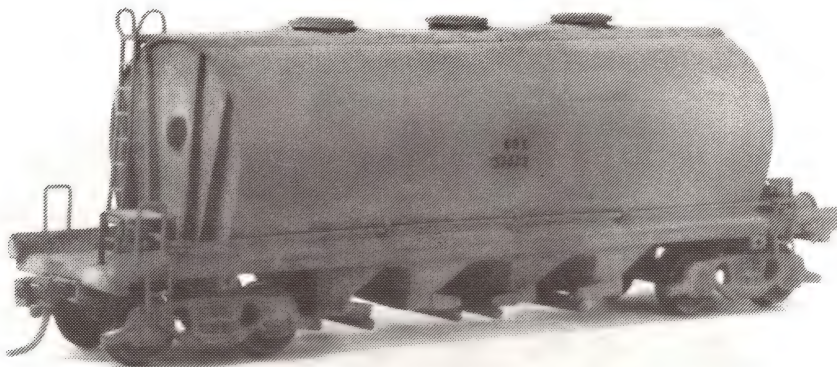


Photo 18 FIRST - KEITH WILCOX CUP, SCRATCH BUILT GOODS ROLLING STOCK
Charlie Agland's NSWPTC ARX cement wagon in HO scale

Photo 19 LINESIDE STRUCTURE
Charlie Agland's NSW country
house

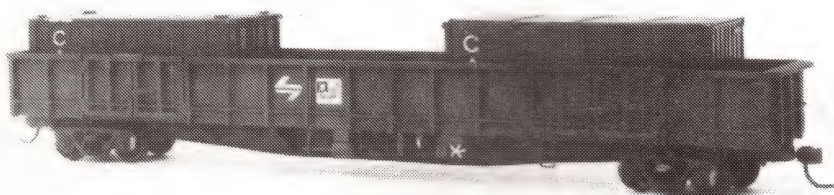
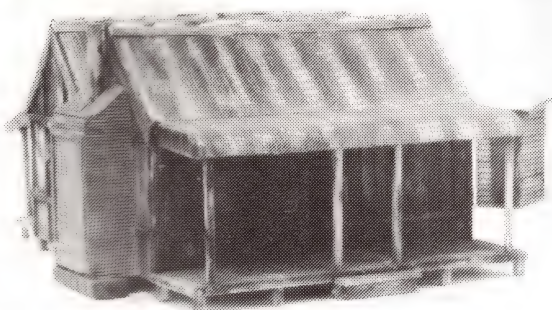


Photo 20 SCRATCH BUILT GOODS ROLLING STOCK
Charlie Agland's NSWPTC CDY wagon in HO scale

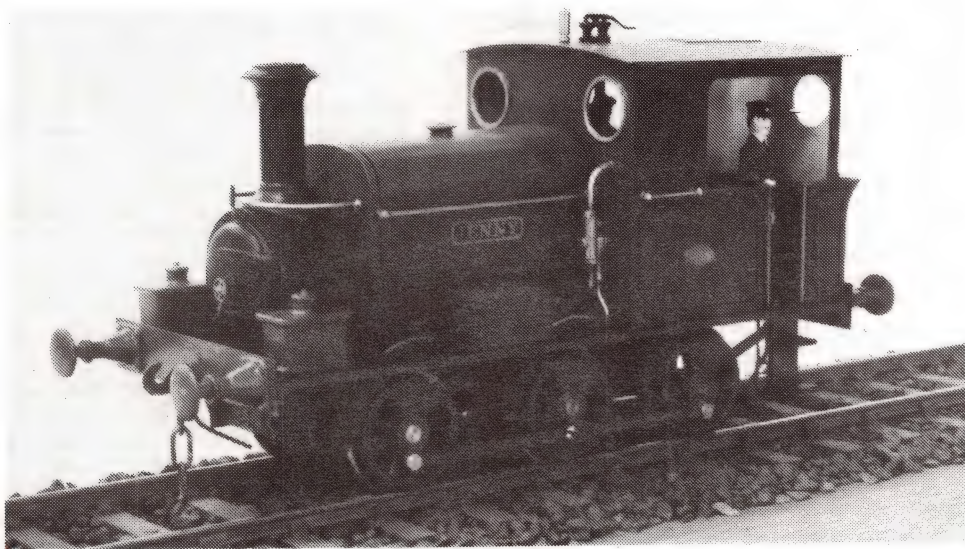


Photo 21 Manning Wardle 'K' class 0-6-0 locomotive in O scale
by Bob Grime

PAT COX CUP for BEST ASSEMBLED PASSENGER
ROLLING STOCK KIT
COL STEELE CUP for BEST ASSEMBLED GOODS
ROLLING STOCK KIT
DARRYL MUSGROVE CUP for BEST ASSEMBLED
LINESIDE STRUCTURE KIT

The Federal Committee would like to thank all members who entered the 1981 competition, and look forward to having a few more entries in each section for 1982. Don't forget, the competition is open to ALL members, and in ANY gauge or scale.

Second: Mark Linhart, Supply House Mark, from Victoria, was the only interstate entrant this year. There was no competition in the Scratch Built Passenger Rolling Stock Section (NSW Branch Cup) as no entries were received. Twenty one entries were received this year from nine members.

The Federal Committee has seen fit to extend the competition by three sections, commencing with the 1982 competition, and these will be known as follows:



FOR READERS LETTERS

The Editor
AMRA Journal
Dear Rex

My long standing interest in modular construction for model railways in Australia was given a substantial boost by the articles by Paul Ingraham, which has in turn lead to a very time consuming analysis. It was given a further boost last week by Bruce Norton, who in the last edition of Journal, clearly demonstrated an enthusiasm and fair-minded attitude toward the subject. Bruce also made reference to what is a very substantial effort on the part of Gordon Duncan in the form of Mod-Rail.

Obviously a great deal of thought and hard work has so far gone into the subject, and I regret that during this time I have been unable to make a contribution. However, time permitting, I do hope to be able to make a worthwhile contribution towards this very interesting and potentially excellent development of our hobby.

But, in the meantime, I remain a little confused. With so many people 'champing at the bit', I can recall no specific advertised deadline to estab-

lish those very vital standards.

Could somebody please clear up this uncertainty by clearly indicating the official AMRA policy and goal of this important exercise.

Terry Paton
Box 896
Queensland Agricultural College
LAWES Qld 4345

The Editor
AMRA Journal
Dear Rex

In reply to Michael Adam's letter regarding exhibitions; firstly, it was something to have a non-member showing interest in our competitions. It is a pity that members do not, in general, do the same and give them more support.

As to the comments that the entries would not rate in an English exhibition, these may be true, but an English friend says that they are cooped up over there for six months of the year, and have nothing else to do.

I do not think that because there has not been a lengthy write up about each model, that the judging standards are falling. Those comments by the judges were possible in the days when the judging was done in the solitude of my home, and often were not completed until the early hours of the morning. But in the conditions at the Showgrounds this is no longer possible, and also

the same judges do all the judging for the best layouts and the best commercial stands for the NSW Branch, and so have their time fully occupied.

I have been through several model magazines, here and overseas, and have not seen anything else shown, but judges' placings and possibly the material used in construction, but no sign of any comments.

Again with presentation, I doubt whether a model, however well presented, could win against a well engineered and well finished model. Presentation includes photos, plans, etc, to aid in the judging, especially of unfamiliar equipment.

Personally, I think it is to their credit that we do have some modellers who are prepared to exhibit their modelling, and Mr Adams does admit that the standard has been rising.

Our judges are quite independent of AMRA, and as we may be putting too much of a workload on them in the time, perhaps Mr Adams would be prepared to volunteer as a judge in the 1982 competitions?

Ideally, the competition should be held in an area which could be sealed off during judging, but unfortunately this is not possible at the RAS, and

that does tend to add to the problems of judging.

A suggestion that the competitions should be judged before the Exhibition would cause problems with entries that are being brought from distant places. It was our experience in the past that people are somewhat reluctant to trust their precious models to the rigours of the mails or other forms of delivery.

Norm Read

HELP WANTED

Any member knowing where plans or information can be obtained regarding the following locomotives is asked to get in touch with Mr A E Batch, 16 Railway Street, Buranda, Queensland, 4102. He wishes to build said locos, and has written to the Federal Secretary asking for help.

Virginia and Truckee Locomotives:

No 11	RENO	4-4-0	built by Baldwin	1872
No 12	GENOA	"	" "	1872
No 22	INYO	"	" "	1875
No 21	J W Bowker	2-4-0	" "	1875

Plus any information or plans of Baldwin 2-6-0 or 4-6-0 locomotives for the Virginia and Truckee.

Hints, Tips and Queries?

Did you know?

That it's a heck of a good idea to read instruction sheets before you start? After all, the bloke who designed it had to put it together to see if it worked, so he should know more about it than you do.

That if you use the phosphoric acid-methylated spirit flux mentioned elsewhere in these ramblings you won't have to worry if you forget and leave the top off the flux bottle and the bottle on the tool bench? This stuff doesn't cause rust.

That you should stain or paint all your wood parts of a model BEFORE you assemble them? White glue, or most glues for that matter, will leave a white mark very difficult to cover, and impossible to stain.

That the small, resealable bags that hundreds of small hardware (and other) items are packed in for display are useful for storing spare parts, 'left-overs', etc?

Model Railway Exposition

by Peter Betts

A one day Exposition will be held at The NSW State Branch of AMRA, Chapel Lane, Rockdale, on Saturday 1 May 1982. The theme for the Exposition will be 'Improving the Standards of Model Railway Construction and Operation'. The format will be a series of five clinics on relevant subjects throughout the day, starting at 9.50 am, and finishing at about 6.00 pm. Also included will be a slow running contest, a best train contest and a best idea contest.

The purpose of the Exposition is that those modellers who live too far from Rockdale to attend meetings regularly, might find this special event worth travelling for, and it is hoped that in future something similar will be held annually, with perhaps a different theme each time.

There is to be no charge for attendance, although it is suggested that a donation of \$1 per person be collected on the day to cover the cost of morning and afternoon tea. As with regular Branch Meetings, visitors will be welcome, but it is asked that those wishing to attend, whether AMRA members or not, should contact the State Secretary, so that numbers can be gauged. As attendance is likely to be much higher than normal meetings, numbers may have to be limited, and it is not guaranteed that anyone turning up without warning will be admitted.

Efforts will be made to arrange billeted accommodation for out of town attenders should this be required, and anyone requiring such accommodation, or who is willing to offer accommodation, should indicate this at the time of booking. It is also proposed that layout tours at private homes in the Sydney area be organised for the next day, Sunday 2 May. Anyone prepared to open their home in this regard should inform the Secretary at the time of

booking. All persons attending the Exposition will be asked to make their own arrangements for lunch, either by bringing it with them, or by visiting one of the cafes or restaurants in the nearby shopping centre.

Items entered in the various contests should conform to the theme of the Exposition. No purely proprietary items will be allowed. Locomotives entered in the slow running contest must have scratch built or kit assembled mechanism. Each person attending is invited to put on a static display of their best train, which must consist of Scratch Built, Kit Built, Kit or Proprietary Bashed, or superdetailed Proprietary items only. Items for the Best Idea contest may be any exhibitable item used in association with model railways which is appropriate to the theme of the Exposition, such as a signal operating mechanism, hand made controller, track or wheel cleaning tool, etc.

Anyone wishing for further details should contact the Principal Organiser Mr Peter Betts, 40 Merrilee Crescent, Frenchs Forest, telephone (02) 451 9744, or the State Secretary, currently Mr Bruce Norton, C/o PO Box 194, Rockdale, NSW 2216. In the event of numbers having to be limited, preference will be given to those coming from out of town or interstate, and for Sydney residents in the order of booking.

NOTICE

This publication accepts no responsibility for the accuracy or reliability of articles or advertising contained herein, statements made or opinions expressed in papers or discussions, nor do we necessarily subscribe to the views expressed by the contributors.

Neither is any guarantee implied or expressed as to good conduct or practice of advertisers contained herein. This publication reserves at all times the right to refuse acceptance to all matter considered unsatisfactory for publication.

NOTICE

FEDERAL MODELLING COMPETITIONS

With the ever growing range of kits now coming on to the market, the need to increase the number of categories is apparent. Consequently, with offers of Pat Cox, Darryl Musgrove and Col Steele, below is the full list and conditions. **TIM DUNLOP TROPHY:** A perpetual trophy, the winner receives a smaller replica.

Scratch built locomotive or rail car in working order. Motor, wheels and small commercial fittings are permitted. **NSW BRANCH CUP:**

Scratch built passenger stock. Commercial bogies, wheels, axle boxes and couplers are permitted.

KEITH WILCOX CUP:

Scratch built goods stock. Commercial bogies, wheels, axle boxes and couplers allowed.

FEDERAL TROPHY: Also a perpetual trophy, with the winner receiving a smaller replica.

For the conversion or alteration of any commercial model locomotive (steam, diesel, electric or rail car) from the original to a different type.

VICTORIAN BRANCH CUP:

For the conversion or modification of any commercial model of rolling stock or any model of a prototype.

PAT COX CUP:

For the best assembled passenger vehicle kit.

COL STEELE CUP:

For the best assembled goods vehicle kit.

KEN EDWARDS CUP:

For the best assembled locomotive model from a commercial kit.

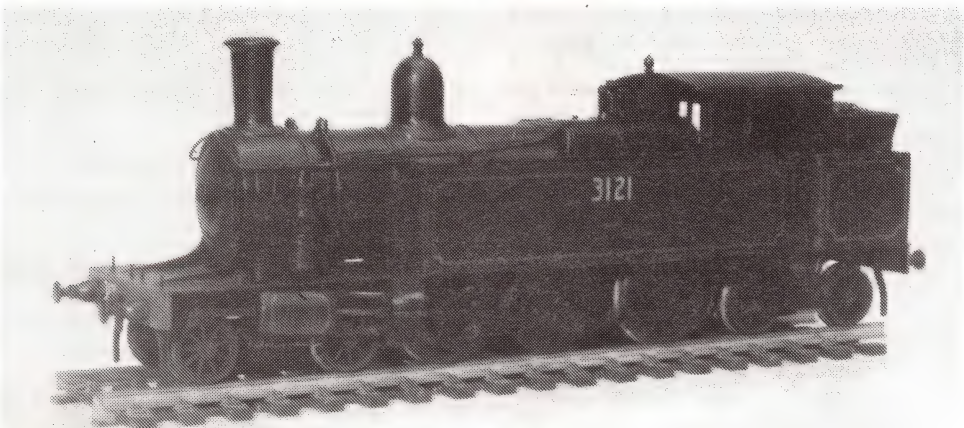
CANDEMAH TROPHY: Also a perpetual trophy, with the winner receiving a smaller replica.

For any scratch built piece of line-side structure. Building, footbridge, signal, etc.

DARRYL MUSGROVE CUP:

For the best assembled commercial lineside kit.

With this range of categories, we should see a good display of entries next October. Entries close at midday on the Saturday of the NSW Branch Exhibition at the main Information Office of the Branch Exhibition at the RAS Showgrounds, Sydney.



NSWGR 30 class, in HO scale - by Ken Edwards

BRANCH NOTES

WESTERN AUSTRALIAN BRANCH NOTES



Our seventh Annual Model Railway Exhibition held over the weekend of 24 and 25 October was, I believe, the best yet if measured in terms of the quality of the displays. There were 10 operating layouts and good support from the associated railway oriented societies and the model railway shops.

The most popular exhibit was, once again, Roger and Maureen Williams' N scale representation of an Alpine location. They gained 316 of the 603 votes cast (52.4%) and were followed by the Freemantle and Districts Model Railway Association's 16.5 mm layout, (10.4%), Dick Stein's LGB railway on the stage in a simulated garden setting (8.6%) and Charlie Thompson's, Brian Hodges' and Jim Hidden's large 00 layout (7.8%).

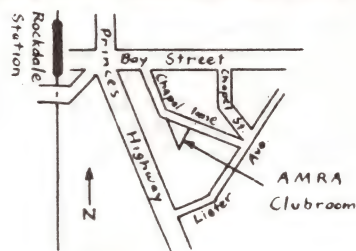
The Bill Gardner Cup for the Best Model of a Railway was won by our own 00 layout, Haltwhistle-on-Tyne. This gained 455 points of a possible 600, and was the first choice of 3 of the 6 judges. The next was Paul Kehoe's N gauge (421), Kelvin Davis' 00 branch line (419), the Williams' N gauge (416), Charlie Thompson's and others (387), FDMRA (386), Dick Stein (344), Ken Shenton (325), Gosnells MRC (318), and Jim Preston (275).

Naturally, the Exhibition being held on only two days instead of the usual three, did not attract as many people as we had last year. The attendance was just under 4000, and therefore the profit to AMRA was less than last year also. Final figures are not yet available, but it does seem that we shall have a four figure sum to assist our cause. It will just about cover the cost of the barricading which we BOUGHT and which was the best form of barricade we have used.

My personal thanks to all who helped in varying degrees in putting on the Exhibition.

Alan Porter
Exhibition Co-ordinator

NEW SOUTH WALES BRANCH NOTES



The following is the first quarter programme;-

JANUARY

- Sat 16 Layout Operation
- Fri 22 Modelling Competition

FEBRUARY

- Sat 6 Auction
- Fri 12 Modelling Clinic, Scenery - Part 1, Terrain
- Sat 20 Annual General Meeting
- Fri 26 Layout Operation

MARCH

- Sat 6 Ladies Auxilliary A.G.M.
- Layout Operation
- Fri 12 Modelling Clinic, Scenery Part 2, Detailing

Sat 20 Show and Tell
Fri 26 Film Night, Films From the
State Film Library

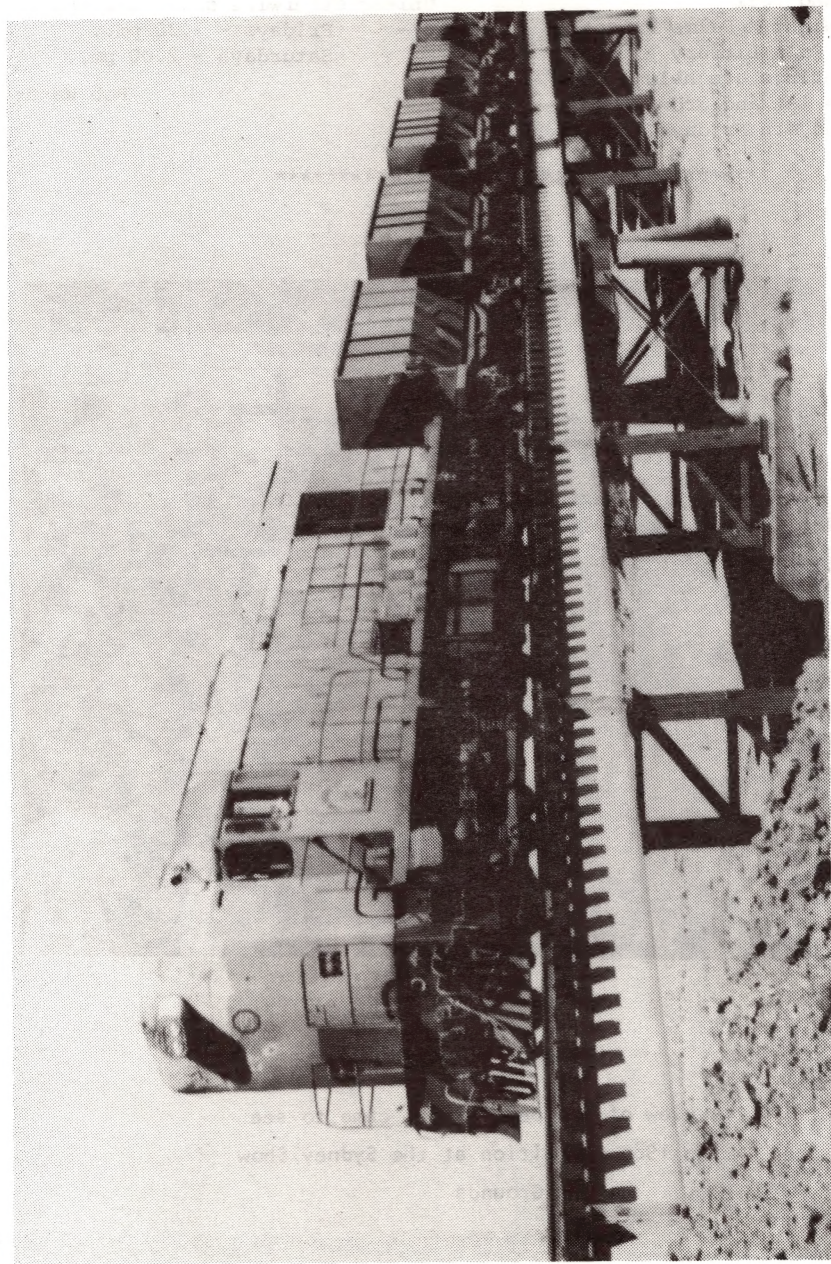
Unless otherwise specified the times
are;- Fridays - 7.30 pm.,
Saturdays - 2.00 pm..

NOTE;- Meetings are held at the
Clubrooms, on the 1st and 3rd Saturday
and on the 2nd and 4th Fridays.

Bob Wardrop.



A view of the people that came to see
the 1980 exhibition at the Sydney Show
Grounds



Goldsworthy Mining Ltd's English Electric Loco No 3 clatters over one of the twelve river crossings on the 180 km standard gauge line between Shay Gap and Finucane Island. The water courses

are dry for most of the year, and flow infrequently during the months of the 'wet season', normally December to March.

to by Neil D White

GAUGESAMRA 'HO' Checking Gauge

For checking Back to Back Nominal, Back to Back Minimum, Front to Front Maximum, Track Gauge Maximum and Minimum, Crossing Flangeway Maximum, Flangeway Minimum, Span Maximum, Check Gauge Minimum.

AMRA 'N' Checking Gauge

For checking Back to Back Nominal, Back to Back Minimum, Front to Front Maximum.

MILLED TRACK GAUGE AND FLANGEWAY SETTING GAUGES

Standard Range

Nominal Track Gauge		Slots Milled for Rail	Nominal Flangeway Dimensions (mm)	
45 mm	Gauge 1	Code 300 (3.60 mm wide)	3.0 mm	LGB
45 mm	Gauge 1	Code 225 (3.10 mm wide)	3.0 mm	BRMSB (Coarse) Standards
32 mm	Gauge 0	Code 225 (3.10 mm wide)	2.0 mm	AMRA Standards
32 mm	Gauge 0	Code 150 (1.60 mm wide)	2.0 mm	AMRA Standards
32 mm	Gauge 0	Code 125 (1.56 mm wide)	1.75 mm	BRMSB (Fine) Standards
22.5 mm	S	Code 100 (1.07 mm wide)	1.5 mm	AMRA Standards
18.83 mm	Protofour	Code 70 (0.95 mm wide)	0.67 mm	Protofour Standards
STUDIOLITH				
18.3 mm	EMF	Code 70 (0.89 mm wide)	1.05 mm	EM Standards
16.5 mm	HO	Universal (1.22 mm wide)	1.5 mm	Coarse Scale
16.5 mm*	HO	Code 100 (1.07 mm wide)	1.25 mm	AMRA Standards
16.5 mm	HO	Code 70 (0.89 mm wide)	1.25 mm	AMRA Standards
16.5 mm	HO	Code 55 (0.75 mm wide)	1.25 mm	AMRA Standards
12 mm	TT	Universal (1.22 mm wide)	1.05 mm	AMRA Standards
12 mm	TT	Code 70 (0.89 mm wide)	1.05 mm	AMRA Standards
12 mm	TT	Code 80 (0.70 mm wide)	1.05 mm	AMRA Standards
10.5 mm	HOn3	Code 70 (0.89 mm wide)	1.01 mm	NMRA Standards
9 mm*	N	Code 80 (0.70 mm wide)	0.95 mm	AMRA Standards
9 mm	N	Code 55 (0.75 mm wide)	0.95 mm	AMRA Standards
9 mm	N	Code 40 (0.57 mm wide)	0.95 mm	AMRA Standards

* Popular items

All the above available from - Peter Betts
40 Merrilee Crescent
FRENCHS FOREST NSW 2086

The items marked * are also available from the Federal Secretary and some Branch Secretaries.

AUSTRALIAN MODEL RAILWAY ASSOCIATION : FEDERAL COMMITTEE OF MANAGEMENT

STATEMENT OF RECEIPTS AND EXPENDITURE : FOR YEAR ENDED 30 JUNE 1981

RECEIPTS

Cash at bank 30 June 1980	\$ 476.17
Petty cash on hand 30 June 1980	180.00
New Members' subscriptions	559.25
Membership renewals	4144.00
A.M.R.A. Journal subscriptions	17.05
Joining fees	622.00
Donations	70.50
Advertising in Journal	760.10
Sales of guides	312.00
Interest	54.63
Sale of track gauges	9.65
Miscellaneous	55.60
Transfer from Sydney Permanent Building Society Limited	1500.00
	<u>\$8761.95</u>

STATEMENT OF FUNDS AT 30 JUNE 1981

Commonwealth Trading Bank, O'Connell Street, Sydney

Current Account as above

Sydney Permanent Building Society Limited

Balance 30 June 1980

Interest credited November 1980

Interest credited May 1981

Less Transfer to Commonwealth Trading Bank

Petty cash on hand as above

\$1784.39
31.38
<u>12.63</u>
1828.40
<u>1500.00</u>

AUDITOR'S REPORT

I have examined the books and records of the Federal Committee of the Australian Model Railway Association and report that in my opinion the above statement is a true and fair record of receipts and payments during the year ended 30 June 1981 and of cash funds on hand at that date.

Signed: R W Gorrell, FCA

EXPENDITURE

Printing of Journal	\$5477.76
Postage of Journal	325.03
Journal expenses	597.53
Stationery	491.24
General postage	471.39
Trophies and awards	63.79
Bank charges	21.85
Repairs and service to equipment	349.18
Photo copying	8.60
Insurance	70.22
Miscellaneous expenses	54.60
Cash at bank 30 June 1981	650.76
Petty cash on hand 30 June 1981	180.00
	<u>\$8761.95</u>

\$ 446.17

328.40
180.00\$1159.16